This listing of claims will replace all prior versions, and listings of claims in the application:

Listing of Claims:

1. (Currently amended) An air bag assembly comprising:

an inflatable air bag comprising at least a first inflatable region or chamber, having a plurality of first restrictions, seams or joints extending generally vertically upward from a portion of the periphery of the inflatable region, and a second plurality of restrictions, seams or joints extending generally vertically downward from an opposing portion of the periphery of the inflatable region, each restriction, seam or joint of the second set is spaced from each other, wherein individual restrictions of the ~~each~~ of the first restrictions, seams or joints are each generally ~~is~~ misaligned horizontally relative to ~~a~~ opposing individual restrictions ~~corresponding restriction, seam or joint~~ of the second restrictions, seams or joints, the opposing and spaced restrictions configured to locally restrict the inflation of the inflatable region between adjacent restrictions and configured to permit the inflatable region to achieve a maximum width in a region generally between opposing~~inboard of the~~ restrictions.

2. – 11. (Canceled)

12. (Currently amended) The assembly as defined in Claim 1 wherein at least some of the restrictions of the second set of restrictions include a stem portion and end portion formed as a bulbous shape ~~terminate in a stress reducing structure (the lollipop)~~ and wherein adjacent end portions ~~each stress reducing structure does not~~ lie on an angled ~~the same~~ line.

13. – 15 (Canceled)

16. (Currently amended) An air bag assembly 20 comprising:

an air bag 30 including at least a first inflatable region 32, 34 of determinable size, the inflatable region having a plurality of restrictions 120, 124, 126 peripherally located about the inflatable region,

the restrictions configured to permit the first inflatable region of the air bag to achieve its maximum inflatable size in a central region interior to the plurality of restrictions, the size of the central region[[s]] is determinable by the length of the restrictions including a first set of restrictions extending from a top uninflated portion of the air bag toward the central region, wherein end or terminus portions of individual restrictions of the first set of restrictions are generally opposingly facing relative to individual restrictions of the second set of restrictions and wherein the individual restrictions of the first and second sets are laterally off-set from each other..

17. (Canceled)

18. (Previously presented) The air bag as defined in Claim 16 including a second set of restrictions extending from a bottom uninflated portion of the air bag toward the central region.

19. (Currently amended) An air bag assembly (20) comprising:

an inflatable air bag comprising at least a first inflatable region or chamber, the first inflatable chamber or region including opposing panels of flexible material, the opposing panels selectively joined together at pre-selected regions by a plurality of restrictions, seams or joints hereinafter referred to as joints; the first inflatable chamber having an uninflatable top edge, a bottom edge, a first side edge and a generally opposite second side edge;

the plurality of joints includes a first set of joints, each joint of the first set of joints having a base located in or extending from the bottom edge, a stem or body extending from the base edge and a distal end, the distal end located within the first inflatable chamber at a predetermined distance above the bottom edge of the first inflatable

chamber; the plurality of joints further including a second set of joints, each joint of the second set of joints having a base, a stem or body and a distal end, wherein at least some of the second joints extend from the top edge of the air bag and wherein the stem extends away from the top edge and the distal end located a predetermined distance below the top edge within the first inflatable chamber;

the joints configured to locally restrict the inflation of the inflatable region and configured to permit the inflatable region to achieve a maximum inflatable dimension in a region generally inboard of distal ends of the first and second sets of joints.

20. (Previously presented) The curtain air bag according to Claim 19 wherein the distal ends of each of the joints of the first set of joints are located about the same distance from the bottom edge of the air bag.

21. (Previously presented) The curtain air bag according to Claim 19 wherein the distal ends of the joints of the second set of joints are located about the same distance from the top edge of the air bag.

22. (Previously presented) The curtain air bag according to Claim 19 including a third set of joints formed generally with a U-shape and configured as a base having first and second ends and including stems extending from a respective one of the first and second ends of the base, each of the stems extending to a distal end.

23. (Previously presented) The curtain air bag according to Claim 22 wherein the base is spaced from the top edge forming an inflatable region between the base and the top edge.

24. (Previously presented) The curtain air bag according to Claim 22 wherein each stem is orientated along a vertical line.

25. (Currently amended) A curtain air bag having two major inflatable chambers, the air bag configured to inflate from a folded configuration at or about a roof rail of a

vehicle to an inflated condition covering an interior side portion of the vehicle's passenger compartment, the passenger compartment including a windowed area, the air bag including a rear facing surface which when inflated faces away from the passenger compartment and lies adjacent the windowed area, the air bag comprising:

a first inflatable chamber having a forward side region which faces a forward portion of the vehicle when the chamber is inflated and an oppositely facing rear side region;

a non-inflatable region having a forward side region operatively secured to the rear side region of the first inflatable chamber and located generally at the rear side region of the first inflatable chamber, the non-inflatable region also including an oppositely facing rear side region as well as a rear facing surface which faces away from the passenger compartment;

the second inflatable chamber having a forward side region operatively secured proximate the rear side of the non-inflatable region, the second inflatable chamber also having a rear side region, and when inflated a rear facing surface of the second inflatable chamber is configured to be placed in front of the windowed area of the vehicle;

a first tether having a first side thereof secured to the forward side region of the first inflatable chamber and having another portion securable to a first portion of the vehicle's passenger compartment;

a second tether having a first side region secured proximate the rear side region of the non-inflatable region, the second tether extending behind the rear facing surface ~~portion~~ of the second inflatable chamber when the second inflatable chamber is inflated, wherein a distal end of the second tether is configured to be secured to the vehicle, the second tether configured to act as a barrier to prevent an occupant of the vehicle from being thrown from the vehicle~~second inflatable chamber from moving across a plane of the window area~~.

26. (New) The assembly according to Claim 1 wherein an imaginary vertical line beginning from an end point of some of the first restrictions and extending toward some of the second restrictions is positioned between two of the second restrictions.